



MEMORANDUM

DATE: September 8, 2003

TO: Members of the Mayor and Council
Subcommittee on Downtown and
Rio Nuevo

FROM: James Keene
City Manager

A handwritten signature in dark ink, appearing to read "James L. Keene".

SUBJECT: Greyhound Relocation from 2 S. Fourth Avenue

Issue: The acquisition of the existing Greyhound station is underway, pursuant to Mayor and Council direction. The subcommittee has previously discussed alternative relocation sites for this facility, and instructed staff to return with options during the September meeting of the subcommittee.

Background: The original targeted site for a new Greyhound station was at the northeast corner of Toole Avenue and Sixth Avenue. This site was selected by a citizen's task force and ratified through Mayor and Council's adoption of the Intermodal Center Master Plan in the summer of 1999. This master plan covered the environs of the Historic Depot on Toole.

Since that master plan adoption, many new downtown initiatives and projects have arisen. Concerns were raised about this site as a permanent location. As a result, staff was directed to reconsider what would be the most appropriate site for a new Greyhound station, perhaps on the periphery of downtown. Additionally, staff was asked to initially look into the feasibility of relocating or substantially modifying the Ronstadt Transit Center.

Present Consideration:

Greyhound Bus Terminal:

A potential site to house the permanent replacement site for Greyhound has been identified, and initial conversations with nearby stakeholders have begun. The site is located on the north side of the mainline railroad tracks, north of the Historic Depot. Staff will present further information regarding the potential site during the subcommittee meeting.

In order to maintain the timeline associated with the pending construction of the Fourth Avenue underpass, an interim facility might be required to house Greyhound, and it is staff's recommendation that the vacant parking lot at the northeast corner of Sixth Avenue and Toole Avenue be used for this purpose. Although staff will seek to avoid two relocations for

TO: Members of the Mayor and Council
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September 8, 2003
Page 2

Greyhound, it is possible that the permanent site could take 24 months to be made ready. The facility may also present a mixed-use opportunity, with a parking garage located above the bus terminal. Staff would like to have sufficient time to investigate that option, as such a facility has been an unmet need of the merchants along Fourth Avenue for quite some time.

As noted in the previous subcommittee meeting, staff is working with Greyhound regarding operational issues at the current site, to more aggressively manage the property, and its environs. Design of a new site in a fashion similar to airports (entrance to facility requires purchase of ticket) will greatly reduce the attractive nuisance factor of the bus terminal.

Ronstadt Transit Center:

With respect to the existing Ronstadt Transit Center, a planning effort is underway to analyze other use options around and above the facility, which would address safety and aesthetic issues, and introduce new commercial opportunities near Congress and Sixth Avenue. It does not appear feasible to relocate the center, nor to reduce in the short term the number, frequency or size of busses serving the facility. But some modifications to Sun Tran's schedule can be made in response to contemplated design issues, and perimeter design and control issues can assist in providing a more secure environment for passengers and adjacent properties. Additionally, in concert with the anticipated planning and design work associated with the Depot Plaza housing project, other development, design and circulation options will be explored for the Ronstadt Transit Center.

Sun Tran schedule and routing analysis is required as a result of the pending conversion of some streets from one-way operation to two-way operation anyway, so this is an excellent opportunity to perform a holistic review of how the bus passengers in downtown are best served.

JK:KT:JU:jru

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